

AMENDMENTS TO THE SPECIFICATION:

Please amend the specification as follows:

[0002] The present invention relates to a device for vehicles that ~~include~~includes an electrical cable bunch, a so-called ignition lock, and an antenna located adjacent to the ignition lock that interacts with a transmit/receive device arranged to communicate with a key dedicated to the ignition lock.

[0004] Component(s) ~~hat~~that have appeared in modern vehicles are antitheft-systems that comprise (include, but ~~is~~are not limited to) a transmit/receive unit that interacts with one of the ignition keys of the vehicle. For this purpose, the ignition lock of the vehicle is delivered with an antenna assembly associated therewith, and can be equipped with or without an amplifier assembled on the lock at an end where one of the ignition keys of the vehicle is to be entered during use of the vehicle. As in most combustion vehicles, diesel powered vehicles also typically have ignition locks and ignition keys even if they do not control an ignition circuit as such. The antenna located on the lock is connected after the lock and the mat have been assembled together in the vehicle via a contact pair, of which the contact which belongs to the lock can be arranged on a housing which belongs to the antenna and protects it, or on a cable end connected to the antenna ~~(or to an amplifier)~~or to an amplifier connected to the antenna. A problem in this context is that the currents in the concerned conductors, especially in cases where no amplifier is used, are very small. Additionally, the requirements which are present in vehicle environments give the contacts dimensions which are suitable for vehicles; that is, relatively large dimensions. The combination of large contacts and small currents is unfortunate because poor contact and loose play in the connection can easily arise. As a consequence, so-called fretting can occur.

[0007] By integrating that component in the cable bunch during manufacture, the contact connections that have traditionally introduced problems in the system is eliminated. Instead, an antenna housing ~~there~~ is provided ~~an antenna housing~~ with mechanical fastenings that connect the antenna to the ignition lock. In so doing, a simple assembly is obtained in the vehicle so that the antenna is always located well together with the ignition lock, regardless of how it is assembled, for good transmission contact with the key that belongs to the lock. The ignition lock essentially consists of a lock-housing and a lock-cylinder that is rotateable in the housing. Rotation of the lock-cylinder switches a switch connected to the cylinder that in turn is connected to the cable mat and controls the electrical system of the vehicle, usually a processor. It is the lock-housing and the housing of the antenna that are mechanically attached to each other during assembly in the vehicle.

[0013] Figure 2 diagrammatically shows a slightly different version of an ignition lock 16 adapted according to the teachings of the present invention. The ignition lock 16 comprises an ~~essential~~ essentially cylindrical lock housing 17 at which, in order to enable a good screw tightening at, for example a wheel tube console, there are arranged tubular connection pieces 18 with through (going) holes for fastening bolts (not shown). The antenna housing 10 is arranged at the lock house 17 around its one end 19 where an ignition key is intended to be allowed to be inserted (enter). The connecting cable to the antenna housing is, for the sake of clarity, omitted. The antenna housing 10 is essentially shaped as a ring with a hole in the middle, which hole is shaped so that it, suitably with a gliding fit, fits outside the lock housing 17. The cable 14 which connects to the antenna enters the antenna housing 10 via the entry part 15.

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[0016] The invention is not limited to the above-described examples that have been shown in the drawings or described hereinabove, but instead, is defined by the ~~appended-patented~~ claims. For example, the antenna housing can be fastened on the ignition lock by other means. Neither is it of importance how the antenna is designed electrically. It can consist of a simple coil of wire, or it can consist of a coil that has been etched onto a circuit board. The antenna can also be designed for attachment to the ignition lock with good communication with a key that has been entered into ~~to-the~~ lock without being directly attached to the ignition lock, although such an embodiment might necessitate other steps than an adaptation of the lock housing.